

TELEGRAM.

[Reuter's.]

Russia.

LONDON, 9th January.
The wave of popular emotion first caused in St. Petersburg by the surrender of Port Arthur has already subsided. Christmas created a diversion and the public have been joyously celebrating it at the theatres, music halls, restaurants and taverns. On the other hand, a solemn funeral service for the fallen at Port Arthur, held in the Isaac and Kusan Cathedrals, were poorly attended.

LATER.

The Third Baltic Squadron.

Reuter's correspondent in St. Petersburg wires that the following warships will leave Libau between 21st instant and the 2nd February to join Admiral Rozhdestvensky. The battleship *Imperator Nikolai I.*, the coast defence ironclads *General Admiral Apraksin*, the *Admiral Sinavin*, the *Admiral Oushakov* and the cruiser *Vladimir Monomach*.

The North Sea Incident Inquiry.

The North Sea Inquiry yesterday plenary decided to admit the Press. Admiral Fourrier was re-elected President, Spain withdrawing in his favour.

MERCANTILE TROUBLES IN BORNEO.

CRITICISM OF THE B. N. B. COMPANY'S FINANCIAL VAGARIES.

An influential firm of merchants in Hongkong, having extensive dealings with British North Borneo, has received an important letter from a resident in Borneo, bitterly complaining of the methods adopted by the British North Borneo Company to increase their revenue. The actions of the Chartered Company have been repeatedly the subject of criticism not alone by the residents in B. N. Borneo but also by firms in other countries having dealings with that country. The Chartered Company has, however, gone on its own way serenely, handicapping trade at every turn, and apparently bent on a policy which if long continued must, as the correspondent says, prove suicidal. The letter should prove of interest to those in Hongkong having financial interests in B. N. Borneo, and as the writer is quite competent to express an opinion on the subject with which he deals, backing up, as he does, his statements with official notifications, the points are worthy of every consideration. The writer says:—

BANKING MADE EASY.

Living, as we do, in times of great uncertainty owing to the fluctuations in exchange, investors and bank managers losing their appetites and turning prematurely grey haired with care—it seems obviously unfair to withhold from the general public an exposition of the financial system, introduced in British North Borneo by the B. N. Borneo Company.

Besides the unstable, but honest Mexican dollar, which, contrary to the shabby treatment it receives in some places, we always gladly welcome, we have nickel pieces said to be worth 5 cents, 25 cents, and 1 cent; copper coins of 1 cent, and 1/2 cent, and last but not least, we have Treasury notes \$25, \$10, \$5 and \$1, 50 cents and 25 cents, which take here the place of banknotes.

Up till lately there was a certain dearth of these useful 1 O. U.'s, but recently this error has been rectified and there is now in the land plenty of crisp, freshly signed notes. It will be interesting and instructive to learn from the next balance-sheet, which the Company is good enough to publish in its *Official Gazette*, to what extent they have considered the needs of the public.

In order to keep this means of exchange in the country, they have adopted a very useful measure, which cannot be too strongly recommended to other great financial institutions. A notice posted up in the Customs-house reads as follows:—

"12th September, 1904.

TREASURY NOTICE.

"The public are hereby notified that in future 'B. N. B. Treasury notes will not be cashed 'by the Chartered Bank, Singapore, on account of this Government."

To further trade as much as possible, the Company is prepared to accept even Straits currency in payment of postal orders issued by their Treasuries; this, I think, is a temporary measure and will be in force only so long as the supply of Treasury notes is deemed deficient. The wording of the following notice is a little ambiguous, but one cannot fail to grasp the benevolent idea which underlies it:—

"2nd November, 1904.

"The public are hereby notified that in future 'Straits money orders will only be accepted 'by payment in Straits currency, otherwise 'at 5% plus 2% commission."

To encourage the use of the new nickel coins, which a certain conservative part of our population (no doubt through ignorance) views with disfavour, the Government issued the following notifications, also posted up in a conspicuous place:

"TO CHINESE TRADERS.

TREASURY NOTICE.

"That cheques will be accepted free of commission which are exchanged wholly for 'nickel coin."

"21st Oct., 1904.

TREASURY NOTICE.

"The public are hereby notified that in future no payment will be accepted by the Treasurer which includes nickel coin over the value of Ten dollars."

These speak for themselves; after all there is no better government than that of a paternal Chartered Company! No knotty points of finance for them! But if the French are right in saying that *la ridicule tue*, then the above notifications are a fairly successful attempt at suicide.

THE POLITICAL FEDERATION OF THE EMPIRE.

LECTURE AT THE CITY HALL.

In the old Chamber of Commerce Room this afternoon, Mr. Ernest D. Haskell lectured on the Political Federation of the Empire. Mr. H. E. Pollock, K.C., hon. secretary of the Odd Volumes Society presided, and there was a fairly large attendance of the general public.

Mr. Haskell said:—The most dominating subject in the politics of the Empire and one which will become still more so, is, I think, undoubtedly that of Imperial Federation,—of closer relations between Great Britain and the Colonies between the various portions of the Empire—in fact, the problem of national unity, using the word 'national' in its broadest Imperial sense. This is a question of so vast and varied a character, involving immense issues,—in which many conflicting opinions and interests must be reconciled, that decades must pass, before its complete realisation, but one thing is certain,—that the trend of events in the Empire, the policy of Britain and the Colonies during the past few years, all tend to show a gradual drawing together, a mutual desire of union, which brings Imperial Federation more into the scope of practical politics, and is leading us step by step towards its realisation. Those who have followed the progress of events cannot fail to have been impressed by the steady growth of imperialism side by side with the growth and development of the Empire, that spirit which to-day dominates the whole nation—the sentiment which desires the union and consolidation of the Empire.

Dwelling in our minds on the great Empire of which we, in this distant outpost, form a part—on its vast extent, its varied populations of every race, creed, and colour, its enormous wealth and resources—and on those great self-governing Colonies and Dependencies of the Empire, each one a powerful state in itself, and all owing allegiance to one Sovereign, we see that immense possibilities lie to our hands, and how essential it is for the continued existence and permanence of the Empire, that its integrity must be maintained,—to which all efforts must be directed. In talking about Imperial Federation, we must regard it, in the first place, as a federation of the mother country and the self-governing Colonies, Canada, Australia, New Zealand, and South Africa, leaving aside for the moment the question of the Crown Colonies and other Dependencies.

Now, let us regard for a moment the present relations between Great Britain and those Colonies. I believe it was Lord Rosebery who described those relations as loose and indefinite—and why are they so? Because there is not that which may I call—a material stiffening, a material cohesion, which alone can ensure permanence. The ties of kinship, of loyalty, of common sympathies, which bind the Empire together are the strongest possible, but if to these are added ties of common material interests, we see how much more secure will be the unity of the Empire. If, then, you might ask, if the ties which bind the Empire together, are the strongest possible, why all this talk about Imperial Federation, why seek to formulate a scheme for union, when we already have union? It is because, to secure the continuance and permanency of these conditions, by adding to the union of sympathies the union of material interests, and for the defence of those interests. There are some who scoff at the possibility of the disintegration of the Empire. Now, I do not know, and I should not like to think I am sure, that the disintegration of the Empire would be ever likely to happen, that any of those great self-governing States would break away from the parent stem, to go its own way. But I do think that while we are able, while the conditions are so favourable, that we should grasp the opportunity, and steadily forge those links of the chain of Empire, into an unbreakable bond. By what means then is the Federation of the Empire proposed to be accomplished?

I do not think that any definite scheme of federation which can be devised, can be put into practice at once, but it is rather by gradual, successive steps that the desired end is to be attained. Any attempt to precipitate a Federal Union, before the conditions are ripe for such an event, would, it is not difficult to conceive, be fraught with national disaster."

In all schemes of federation, it must be a fundamentally recognised principle, that the self-governing Colonies should maintain their autonomy. No Colony would tolerate for a moment any restriction of its independence in the management of its local affairs, and no scheme therefore which in any way encroaches upon their liberty in this respect, would be regarded favourably by the Colonies. The principle aimed at is the union of the Mother Country and the Colonies in a federation, in which each member will have absolute independence in the administration of its local affairs; but that all questions of Imperial interest, affecting the Empire as a whole, would be relegated to an Imperial Council,—a sort of joint administration of Imperial affairs. Now, it is just in the formation, the constitution of such a Council, that the crux of the question lies. No one will deny that the principal of admitting the Colonies to the Council is of the Empire, and letting them take a part in all deliberations of Imperial policy, is a sound one, and what is needed is an organised Council, in which Colonial and Home statesmen will be brought together and devote their attention to affairs of Imperial interest. The ideal which suggests itself, is the creation of an Imperial Council or Parliament in London, for the whole Empire, in fact as well as in name, containing representatives from all parts of the Empire in proportion to their size and population, to administer all affairs of a purely Imperial character. To such a body would be relegated all questions of foreign and commercial policy, and other questions of common interest, such as defence, and so on, and the control of expenditure for purely Imperial purposes. At the same time, each state will possess absolute self-government in local affairs. Such an arrangement would bring together in a common council all those best fitted to advise and deliberate on Imperial affairs, in which representation of all the interests of Empire would be obtained, and the unity of the Empire would be secured. But as I have said before, and you will readily conceive, it would hardly be expedient to institute such a system all at once. It would necessitate in the first place a complete revolution in its political system, which would hardly be desirable. Such a Council, therefore, can only be regarded, at the present day, as the ultimate goal or object, to which all efforts should be directed, and in the meantime, the efforts of statesmen should be to consider the means, the successive steps, by which this end may be attained. It is thought by some that Colonial representation in the already cumbersome body, and multiplying its labours, there would be an unequal and disproportionate representation of Home and Colonial interest, and Colonial interests would hardly be served thereby. The periodical conferences of colonial statesmen in London has done a great deal towards promoting the consolidation of the Empire, and is a great step towards political unity, by bringing forward

the desires and aspirations of the colonies, and by the interchange of ideas, fixing the grounds of a common national policy. But something more substantial, more permanent, is needed, and the plan described by Sir Frederick Pollock, in a statement which appeared in the *Times* of some weeks back, has the merit of being a practical one. He proposes the formation of a Committee of the Privy Council for Imperial affairs, including the best possible representatives of colonial opinion. The functions of this body will be of an advisory character, to deliberate on and discuss all affairs of Imperial concern, and lay before the Cabinet,—the responsible Ministers of the Crown—the result of their deliberations, and guide them in shaping their policy.

(Extracts from Sir Frederick Pollock's letter were here read.)

Such a committee should serve a very useful purpose, and I think this plan is one which should meet with general favour, and should be submitted, as is suggested, to the next Colonial Conference, for discussion. A question which plays an important part in the subject of federation is that of Defence. Time will not permit me to touch upon it more than very briefly. There is no doubt that, as at present constituted, the burden of defence is very unequally distributed. In fact, it is almost entirely borne by the Mother Country. In the last budget of the United Kingdom we see that the figures for the Naval and Military expenditure amount to some £60,000,000—little over. Out of that sum, I believe, if I mistake not, some 35 millions were spent on the Navy alone. Now the Navy is maintained for the protection of the Empire of its vast sea-borne commerce, the guarding of its ocean waterways. The Colonies derive the same security from the Navy as the United Kingdom. Yet the Colonial contributions to the Naval expenditure are a mere drop in the ocean. It is not at all disparaging to the Colonies to say so, but here again we see the need of some federal system, where the burden would be borne proportionately by all. There are other services, also, of Imperial concern, such as the consular and diplomatic services, the maintenance of all of which should be borne by the Empire, and should an Imperial Federal Parliament come into existence, all such votes could be passed by it, and apportioned to each on some basis to be determined beforehand. If we are to share the privileges of empire we must be prepared to share some of its burdens, some of its responsibilities. The burden of defence is increasing every year, and pressing more and more heavily on the Mother Country, and is a question capable of a more equitable adjustment.

There is one other question, a most important one,—the commercial union of the Empire, which the Fiscal Policy, for which Mr. Chamberlain is so strenuously labouring, is intended to bring about. That question is still in the controversial stage, and the Colonial Conference proposed by Mr. Balfour, to consider this question, will be welcomed, and the outcome awaited with eager interest. I will not refer to it more than casually, as it does not, come within the province of my subject, but just to say this, that no scheme of Imperial Federation would be complete which does not embrace a fiscal union. Imperial Federation will not be complete unless side by side with a political, there is a commercial union.

As to the question of the Crown Colonies, there is not much to be said. Colonial history has shown that as a colony developed, and increased in wealth and population, when the conditions were ripe it has obtained self-government, and it is not unreasonable to suppose, nay, it is quite within the bounds of probability, that self-government will be accorded to the Crown Colonies, as they become adapted to it, and when they obtain that, they can take their place in the Federal System.

It has often been asserted that a political Federation of the Empire would be impracticable, that any attempt to federate the Empire, on the basis of American, Australian, or Canadian federation, would never succeed, that such a federation would be doomed to failure. To that we can only say that just as it may be deemed impossible to-day, so was the federation of Australia or Canada deemed impossible in its time, yet to-day we see those great communities each united under one great Government. It has often been urged that federation would be impossible, because of the scattered areas of the Empire, the vast distances, the miles of ocean which separate them, but on the other hand we must remember the increasing rapidity of communications, the steamships, and the telegraph, which are bringing the various portions of the Empire more and more in touch with one another. Difficulties there are, undoubtedly, but British statesmanship has before now overcome difficulties as great if not greater. Rome was not built in a day, nor will the federation of the Empire be accomplished in a day. In the meantime, we can draw nearer and nearer towards the goal. The end and aim of Imperial Policy should be Federation—for policy, for commerce, for defence—a federation in which the enormous wealth, talent, strength, and resource of the Empire will be combined for the mutual benefit of all, and the lasting permanence of the whole.

The following resolution was then proposed:—That in the opinion of this meeting, the plan described by Sir Frederick Pollock, in his letter to *The Times*, viz: the formation of a Committee of the Privy Council on Imperial affairs, consisting of the best possible representatives of Colonial knowledge and opinion, to act in an advisory capacity to the Cabinet, would tend to promote the consolidation of the Empire, and would be a great step towards Imperial Federation and this meeting endorses the suggestion that such a proposal be submitted to the next Colonial Conference of Prime Ministers for discussion.

FOOTBALL SHIELD COMPETITION.

The following is the draw for this season's competition:—

FIRST ROUND.
(A) Royal Artillery v. H.M.S. *Glory*
(B) H.M.S. *Ocean* v. Army Ordnance
(C) H.M.S. *Tamar* v. H.M.S. *Centurion*
(D) Naval Yard v. Tai Koo F.C.
(E) H.M.S. *Vengeance* v. Royal West Kents
(F) Hongkong Club v. V.R.C.
(G) Royal Engineers v. H.M.S. *Amphitrite*
Bye:—H.M.S. *Albion*

SECOND ROUND.
1 Winner of (G) v. Winner of (C)
2 " (B) v. " (A)
3 H.M.S. *Albion* v. " (D)
4 Winner of (F) v. " (E)

SEMI-FINAL.
Winner of (1) v. Winner of (3)
" (2) v. " (4)

The first round to be completed on or before 19th February; the second round on or before 4th March; the semi-final on or before 19th March, and the Final on or before 21st April. Kick-off not later than 4.15 p.m.

In the first and second rounds the first named club has choice of ground.

LUZON SUGAR REFINING CO.

MILLS TO BE RE-OPENED.

The refinery owned by the Luzon Sugar Refining Company will re-open to handle a portion of this year's sugar crop. This has been decided on by the directors of the company, whose headquarters are at Hongkong, and the factory, which has been closed down since 1897, is now being prepared for re-opening under the direction of Messrs. Smith Bell and Company, the Manila agents. The refinery, which has a capacity of from four to five tons of refined sugar daily, is located at Malabon and was erected in 1884. Up to the year prior to the American occupation of the islands the refinery was worked to its full capacity and its product found a ready market, the majority of the refined sugar being absorbed by the local demand. Some was also shipped to Japan.

With the failure of the sugar crop in 1897 and the subsequent destruction of the cane-fields and their abandonment owing to the ravages of war it became necessary to close down the refinery and for nearly seven years the machinery has been idle. The stock of the company, which was capitalized at \$700,000 (Mexican) has been in but scant demand and a few months ago was quoted at but four dollars per one hundred dollar share. Recently, however, the shares have shown renewed activity and are now in demand at five times that figure.

Reports of the promise of a large sugar crop for the year have now determined the directors to re-open the refinery. It is estimated that the sugar crop for the year will be more than double that for any year since American occupation. In a conversation with a gentleman prominently identified with the sugar industry it was stated that much of the sugar land in Luzon which has been abandoned since the insurrection is now planted to cane and that the promises for a large crop are excellent. "This is true throughout the islands," said he, "and there is no doubt that the sugar planters will be among the most prosperous people of the islands during the coming year."

Not alone is there a promise of an extraordinary large crop but the market price of sugar is at least fifty per cent higher than it has been during the past few years. This is probably due to the fact that the best sugar crop is far short of its normal yield. This shortage is estimated to be not less than 1,000,000 tons, and in addition to this cane crop in the southern states and in Cuba is greatly under the normal figure.—*Manila Times*.

THE HARBOUR MURDERS.

EXECUTION OF THE CULPRITS.

THIS MORNING.

The last act in the tragedy, now become familiar by newspaper repetition by the name of the "Harbour Murders," was played at Victoria Gaol this morning, when the three Europeans convicted of the dastardly crime paid the last penalty.

The three prisoners, Charles Smith (20), Erik Logmann (22), and William Nason (17), were convicted at the last Criminal Sessions of the murder of a sampan woman and her child, and made a desperate attempt upon the life of a sixteen-year-old boy. The cold-bloodedness which characterised the deed, needs no recapitulation in these columns, and although sympathy was expressed in some quarters with the condemned men on account of their comparative youth, none could say that the verdict of the jury could have been otherwise. Efforts were made to obtain a reprieve, even if only for the youth Nason, who was only just over seventeen years of age; but His Excellency the Governor refused to interfere with the course of the law, and the three men were duly hanged as stated.

The scaffold was erected just inside the main entrance to the Gaol, on what in ordinary times is simply a peaceful flower walk, and when the members of the Press were admitted later in the day to view the bodies prior to the inquest, the flower pots had been returned to their usual positions, and nothing left to indicate that only a few hours previously an awful tragedy had been enacted on the spot.

All the officials refused to communicate to the reporters any details of the execution, but from extraneous sources we learn that the culprits, with the exception of Nason, who had to be supported, whilst being pioned on the scaffold, betrayed little or no emotion.

The Rev. J. H. France, the devoted chaplain of St. Peter's Church, entered the gaol at three o'clock this morning and prayed earnestly with the unfortunate men until their last hour came. The Rev. J. Bridie was also in attendance on a similarly mournful errand. All the prisoners are said to have died penitent, and admitting the justice of the sentence.

The arms of the three men were bound in their respective cells shortly after five a.m. and the melancholy march to the scaffold,—a distance of probably not more than fifty yards, was made a few minutes later. On arriving at the scene of execution the last portions of the pining process were hastily completed, the nooses adjusted, white caps drawn, and within seventy seconds of leaving the condemned cells all three had been "hanged by the neck."

Smith, on the scaffold, exclaimed in fervent tones "May the Lord have Mercy on my Soul. God Bless you all." Throughout the dread operation Logmann kept repeating "Oh! my God." Nason, the youngest—only seventeen—seemed insensible, and quite oblivious of his position and surroundings.

The Rev. J. Bridie was overcome with emotion and entirely broke down.

After the lapse of the necessary time, (the doctor in attendance, having first testified that death had resulted), the bodies were cut down to await

THE INQUEST.

This took place in the First Magistrate's Court, at noon, Mr. H. H. J. Comperts officiating as Coroner.

Messrs. Thomas Spafford (foreman), John Johnston, and H. C. Sandford were sworn jurors.

After the formal viewing of the bodies, The Coroner, addressing the jury, said: When any person dies in a gaol, it is provided by law that an inquiry be held. Such an inquiry has been rendered necessary to-day, I will read to you a short extract from "Russell on Crimes" regarding justifiable homicide: "It has been already stated that justifiable homicide is of several kinds, as it may be occasioned by the performance of acts of unavoidable necessity, or by acts done by the permission of the law. Amongst the acts of unavoidable necessity may be classed the execution of offenders by the person whose office obliges him, in the performance of public justice, to put those to death who have forfeited their lives by the laws and verdict of their country. These are acts of necessity, and even of civil duty, and therefore, not only justifiable but commendable, where the law requires them. But the law must require them, otherwise they are not justifiable; and therefore wantonly to kill the greatest of malefactors, would be murder; and we have seen that all acts of official duty should, in the nature of their execution, be conformable to the judgment by which they are directed."

This morning an execution took place in Victoria Gaol, and it is your duty to inquire whether everything was done according to law. The first witness called was Edward John Pierpoint. He said: I am the Chief Warden of Victoria Gaol. The bodies the jury have just viewed are those of Charles Smith, Erik Logmann, and William Nason, who were received into prison on December 23rd from the Supreme Court, under sentence of death. That sentence was duly carried out at eleven minutes past five this morning, in the presence of Mr. Craig (Assistant Superintendent of the Gaol), Dr. Thompson, (Medical Officer of the Gaol), myself, and the usual escort of officers, with the Rev. J. H. France and the Rev. J. Bridie. I produce the Governor's warrant for the execution.

The Coroner:—In what manner was the sentence of the law carried into effect?
Witness:—By hanging.

Dr. I. C. Thompson, sworn, said:—I am Medical Officer of the Gaol. I was present at the execution this morning. Death in all three cases was instantaneous. I examined the bodies after they were taken down. Death was in all three cases due to dislocation of the neck.

The Coroner:—That, gentlemen of the jury, completes the evidence. You have now to find whether the three deceased met their deaths by hanging in due process of law.

The Foreman: The jury find that they were hanged in due process of law.

This ends one of the saddest episodes in Hongkong history.

Though nothing of an accurate nature can be gleaned from the authorities, we hear that the corpses will be removed from the Gaol this evening, and buried quietly outside.

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that "THE CALORIT, KONSERVENWARMUNG OHNE FEUER G.M.B.H." of No. 3, Chaussee Strasse, Berlin, Germany, have on the 22nd day of July, 1904, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Mark:—

"CALORIT" in the name of THE CALORIT KONSERVENWARMUNG OHNE FEUER G.M.B.H. who claim to be the Proprietors thereof.

The Trade Mark has been used by the applicants in respect of the following goods:—Foods, especially Preserved Foods, Canned and the like in Class 42.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of January, 1905.
DENNY & BOWLEY,
Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that THE BRITISH AMERICAN TOBACCO COMPANY, LIMITED, of 85, Strand, London, England, Tobacco Manufacturers, have on the 14th day of October, 1904, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks, consisting of the words:—

"HAVELOCK"
"PLUCK"
"COURAGE"

in the name of THE BRITISH AMERICAN TOBACCO COMPANY, LIMITED, who claim to be the proprietors thereof.

The Trade Marks have been used by the applicants in respect of the following goods:—Manufactured tobacco in Class 45.

Facsimile of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of January, 1905.
DENNY & BOWLEY,
Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that Messrs. W. R. LOXLEY & Co., of Victoria, Hongkong, Merchants, have on the 28th day of October, 1904, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Mark:—

A five-pointed Star enclosed in a circle between which and an outer circle are inserted the Chinese characters (洛士利洋行) meaning: Loxley's Foreign Firm, in the name of Messrs. W. R. LOXLEY & Co., who claim to be the proprietors thereof.

The Trade Mark is intended to be used by the applicants forthwith, in respect of the following goods:—Cotton Piece Goods of all kinds in Class 24 and Articles of Clothing in Class 38.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of January, 1905.
DENNY & BOWLEY,
Solicitors for the Applicants.

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that HERBERT VON MEISTER, of Hoechst-on-main, Germany, has on the 28th day of October, 1904, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:—

1.—The representation of a Cask and on the Cask a Lion with a Shield and on the Shield the Letters M. L. & B. and on another part of the Cask the Chinese Characters 抗耳唯

普法 being the Chinese Firm name of the Applicants and 德純 the Chinese for Aspirin.

2.—"ix Trade Marks as a series consisting of The Representation of a Lion with a Shield bearing the letters M. L. & B. and having one or more stars according to the quality of the goods, in the name of Farwebbe Vom Meister Lucius and Brummg, who claim to be the proprietors thereof. The Trade Mark has been used by the applicants in respect of the following goods:—

Colouring matter especially Indigo in Class 4.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 11th day of January, 1905.
DENNY & BOWLEY,
Solicitors for the Applicants.

NOTICE.

THE MEETING OF THE KOWLOON PIGEON CLUB advertised for the 4th instant has been postponed till TO-DAY, the 11th instant, when it will be held at the KOWLOON HOTEL, at 9 P.M.

All interested in Pigeons are invited. Particulars will be published after the meeting.

R. DAVID,
Hon. Secretary,
Kowloon Hotel, 11th January, 1905. [101]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that on and after this date interest at the rate of 8% per annum will be charged upon all Calls in respect of SHARES NOT FULLY PAID UP from the day appointed for Payment of such Calls, namely 31st January, 1905.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 11th January, 1905. [122]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.
FROM AMSTERDAM, MIDDLESBRO', LONDON AND STRAITS.
THE Steamship

"GLENROY," having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 18th instant will be subject to rent.

No Fire Insurance will be effected. All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.
Hongkong, 11th January, 1905. [123]

Intimation.



THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO. SCOTCH WHISKY DISTILLERS.

By Appointment to

H.M. THE KING and H.R.H. THE PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Grocers.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"AJAX"	11th January.
GLASGOW and LIVERPOOL	"TYDEUS"	24th January.
GLASGOW and LIVERPOOL	"PAKLING"	25th January.
GLASGOW and LIVERPOOL	"IDOMENEUS"	26th January.
GLASGOW and LIVERPOOL	"PROMETHEUS"	31st January.

S.S. "AJAX" left Singapore on the afternoon of the 5th inst., and is expected to arrive here about 11th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"HYSON"	17th January.
* GENOA, MARSEILLES & L'POOL	"HECTOR"	20th January.
AMSTERDAM, LONDON & ANTWERP	"PRIAM"	31st January.
AMSTERDAM, LONDON & ANTWERP	"GLAUCUS"	14th February.
* GENOA, MARSEILLES & L'POOL	"AJAX"	20th February.
AMSTERDAM, LONDON & ANTWERP	"IDOMENEUS"	28th February.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"TYDEUS"	27th January.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th January, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL
SHANGHAI	"KWEIYANG"	13th January.
SHANGHAI	"SZOCHUAN"	14th "
MANILA	"TAMING"	17th "
YOKOHAMA and KOBE	"TSINAN"	18th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	"TAIYUAN"	23rd "

* The Attention of Passengers is directed to the Superior Accommodation offered by the steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th January, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA	SATURDAY, 14th Jan., at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 21st Jan., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 7th January, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	To Sail at Daylight on
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"RAS ISSA" 30th January, 1905.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 6th January, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	January 23rd, 1905.
"ARABIA"	4,483	Bahle	February 13th, "
"ARAGONIA"	5,198	Schuldt	March 5th, "
"NICOMEDIA"	4,370	Wagner	March 31st, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to.

ALLAN CAMERON, General Agent.

TSANG FOO & CO.

COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest notice, and with all possible despatch. Prices Moderate. Telephone No. 329.
Hongkong, 1st October, 1904.

NOTICE.

BOO CHEONG, of No. 20, Pottinger Street, has always on hand
FIRST-CLASS WRITING AND PRINTING PAPERS, AND STATIONERY of every variety.
Hongkong, 24th November, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers.

"KWONG CHOW".....1,309 Tons. Captain J. P. MARTIN.
"KWONG TUNG".....1,338 Tons. H. W. WALKER.
Leave Hongkong for Canton at 9 o'clock every evening (Saturday excepted).
Leave Canton for Hongkong about 4.30 o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...\$4
Meals.....\$1 each.
The Company's Wharf is a short distance West of the Harbour Master's Office.

SHU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"
Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey,
2nd ".....1.50
Meals.....1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & Co.,
Canton Agents.
Hongkong, 24th June, 1904.

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"
Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. Perseus's wharf at Macao.

FARE:
1st Class Single Ticket \$2.00, with Cabin \$3.00
Return " \$3.00, " \$5.00
Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., LD.,
S. A. NORONHA,
Macao Agent.
Hongkong, 2nd September, 1904.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 50 cents; Return, 50 cents; Stewage, 50 cents. TIPPIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$1.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.
First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

THE Steamship
"CROYDON"
will be despatched for the above Port on or about SATURDAY, the 14th instant.

For Freight, apply to
ARNHOLD KARBURG & Co.,
Agents.
Hongkong, 5th January, 1905.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,
via PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).
PROPOSED SAILINGS FROM HONGKONG.

1904. About

"GHAEZE".....21st Jan., 1905.
"SATSUMA".....31st Feb., "

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 4th January, 1905.

Shipping—Steamers.

FOR SHANGHAI.

THE Steamship

"CANTON,"
Captain Stunkel, will be despatched for the above Port, TO-MORROW, the 12th instant, at 4 P.M.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 11th January, 1905.

NAVIGAZIONE GENERALE ITALIANA,
(Florio and Rubattino United Companies).

STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.
(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"
Captain Magazzini, will be despatched as above, on FRIDAY, the 13th instant, at Noon.
At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 9th January, 1905.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain C. S. Weigall, will be despatched as above, on FRIDAY, the 13th instant, at 4 P.M.
This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 9th January, 1905.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.

THE Company's Steamship
"DENBIGHSHIRE,"
Captain W. A. Evans, will be despatched for the above Ports on or about SATURDAY, the 14th instant.

This Steamer has Superior Accommodation for Passengers.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 5th January, 1905.

NIPPON YUSEN KAISHA,
(TRANS-PACIFIC SERVICE).

FOR VICTORIA, B.C., and SEATTLE, WASH., via SHANGHAI, MOJI, KOBE and YOKOHAMA.

THE Company's Steamship

"IYO MARU,"
Captain S. J. G. Parsons, will be despatched as above, on FRIDAY, the 27th instant, at 4 P.M.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 5th January, 1905.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "ORO,"

FROM MIDDLESBOROUGH, GLASGOW, AND LIVERPOOL.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 9th January, 1905.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT,"

FROM TACOMA, SEATTLE, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.
DODWELL & Co., LIMITED,
Agents.
Hongkong, 5th January, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALMA,"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. Persia.
Optional Goods will be landed here unless instructions are given to the contrary before TO-MORROW.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 13th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 10th January, 1905.

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, &c.

THE Company's Steamship

"INDRASHAMA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 14th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 9th January, 1905.

BRITISH INDIA STEAM NAVIGATION

COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PURNEA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 12 o'clock Noon, the 9th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 7th January, 1905.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN,"

of the NORDDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 1 o'clock, THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 11th instant, at 9.30 A.M.

All Claims must reach us before the 16th of January, 190

Intimation.

WM. POWELL,
LIMITED,
ALEXANDRA BUILDINGS,
Des Voeux Road.

The leading Drapers of
the Far East.

DRESSMAKING
AND
MILLINERY
IN ALL THE
LATEST
FASHIONS

All the newest
Dress Fabrics, Flannels,
Crepes, etc., on show.

Everything
for Children's wear.

FURNISHING
DEPARTMENT:

Houses furnished completely.
Upholstering done by experienced
workmen under European super-
vision on the shortest notice.
Estimates—free of charge.

GENTLEMEN'S
OUTFITTING
ESTABLISH-
MENT:

28, QUEEN'S ROAD,
OPPOSITE THE CLOCK TOWER.

Dress Shirts, Zephyr Shirts, Flan-
nel Shirts.

Fine Cashmere Half-hose—embroid-
ered or plain.

Stock Ties, Sweaters, Mufflers.

Hose for Golf or Shooting.

Light, medium and heavy weight
Overcoats.

Cheek Flannel, Knitted Woollen
and Cashmere Waistcoats.

Bowler Hats, Soft Felt Hats.

Golf Caps, Motor Caps.

Panama Hats.

Black and Brown Glace Kid Boots
and Shoes.

White Buckskin Boots
with thick red Rubber
Soles, suitable for
Cricket, Golf, Tennis,
Yachting, etc.

New Goods arrive each
week for all Depart-
ments.

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 6th January, 1905.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,
the 12th January, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
A QUANTITY OF
INCANDESCENT VAPOR GAS LAMPS
AND
ELECTRO-PLATED KNIVES,
FORKS AND SPOONS.

Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th January, 1905. [114]

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Executor of the Estate of
the late J. H. COX, to Sell by
PUBLIC AUCTION,
TO-MORROW,
(THURSDAY) AND FRIDAY,
the 12th and 13th January, 1905, commencing
each day at 2.30 P.M., within his residence
in Austin Road, Kowloon,
(opposite Sir Paul Chater's Bungalow),
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE
THEREIN CONTAINED.

Comprising:—
BRASS BEDSTEADS with WIRE and
HAIR MATTRESSES, TEAKWOOD EXTENSION
DINING TABLE and CHAIRS,
OVERMANTLES, TAPESTRY-COVERED
DRAWING ROOM SUITE, CHEST-OF-
DRAWERS, PICTURES, STATUETTES,
DINNER SERVICE, GLASS and ELEC-
TRO-PLATED WARE, BLACKWOOD
TABLES and FLOWER STANDS, &c., &c.;
ALSO
One SEMI-GRAND PIANO by John Brins-
mead & Sons, London, Two FIELD GLASSES
and Two TELESCOPES.

Catalogues will be issued.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 11th January, 1905. [107]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of
the letting by Public Auction Sale, to be
held on MONDAY, the 17th day of January,
1905, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of CROWN
LAND at Tai Hang Village, in the Colony of
Hongkong, for a term of 75 years, with the
option of renewal at a CROWN RENT to be
fixed by the Surveyor of His Majesty the King,
for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.				Annual Rent.	Unset Price.
		ft.	in.	ft.	in.		
Tai Hang Inland Lot No. 46.	Tai Hang Village.	75	75	30	30	1,250	1,350

Hongkong, 7th January, 1905. [118]

Entertainment.

THEATRE ROYAL,
CITY HALL.
HONGKONG AMATEUR DRAMATIC
CLUB.

"JANE,"
A Farce in 3 Acts, by H. NICHOLLS and
W. LESTOCK, will be produced
ON

SATURDAY, 21st January, 1905.

MONDAY, 23rd " "

SATURDAY, 28th " "

Prices ... \$3, \$2, \$1.

Sailors and Soldiers in uniform half-price to
Pic Stalls and Pit.

Booking Office at ROBINSON PIANO CO.,
open on and after Monday, 16th January, from
9 A.M. to 4.30 P.M., each day.

ARTHUR CHAPMAN,
Business Manager.

Hongkong, 9th January, 1905. [115]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MER-
CHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,

16, DES VOEUX ROAD CENTRAL,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES.

SOLE AGENTS FOR
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.

Hongkong, 15th December, 1905. [144]

PORT ARTHUR.

THE CAPITULATION.

FULL TEXT OF THE TERMS.

The following official telegram has been
specially translated for the *Shanghai Mercury*
from the original Japanese text:—

Tokio, 3rd January, 10.50 p.m.

The full text of the Capitulation Agreement
which was signed at 9.45 p.m., of the 2nd
January is as follows:—

Article 1.—Russian military and naval men,
volunteers and officials in the Russian for-
tresses in Port Arthur and in Port Arthur har-
bour all become prisoners of war.

Article 2.—The whole fortresses, redoubts,
warships, steamers and small craft, arms, am-
munition, horses and all the other military
materials, buildings and government property
in Port Arthur to be surrendered to the Japanese
army in their *status quo*.

Article 3.—In guarantee of the above two
stipulations before noon of the 3rd January the
garrison on the Ileshan, Shao Antse-shan, Ta
Antse-shan and fortresses and redoubts on the
heights to the south east of these forts be eva-
cuated and handed over to the Japanese army.

Article 4.—If it is considered that the Rus-
sian army or navy have destroyed part or all of
the objects mentioned in Article 2 which exist-
ed at the time of signature of this agreement
or changed the condition from the *status quo*,
this agreement will be cancelled and the
Japanese will take free action.

Article 5.—Russian military and naval officers
shall hand over a plan of the distribution of the
garrisons in the fortresses in Port Arthur, a
plan of the underground and submarine mines
and other dangerous defensive works, and a
list of the organization of the army and navy in
Port Arthur, a list of titles and ranks of mili-
tary and naval officers, a list of official titles of
civil officials, a list of the army, warships and
torpedo and small craft and lists of their crews
which will be prepared by them.

Article 6.—The arms, ammunition, military
materials, buildings, government property,
horses, warships, torpedo craft and appurte-
nances in them shall be left in their present
positions and order. The method of handing
them over will be decided by the delegates of
the Japanese and Russian armies.

Article 7.—As the Japanese army respects
the gallant defence of the Russian army as an
honourable deed, the Russian military and
naval officers and civil officials attached to
them are therefore allowed to bear side arms
and keep private property immediately neces-
sary in daily life. Of the said officers, officials,
and volunteers those who will give a parole in
writing to the effect that they will not take
arms or action of any kind opposed to Japan's
interests till the end of the war will be per-
mitted to return home. It is also allowed to
each military and naval officer to take one
soldier or sailor attached with him and the said
soldier or sailor shall also be released upon
special parole having been given.

Article 8.—The non-commissioned officers
and men and petty officers and sailors as well
as volunteers shall proceed to a rendezvous
which will be appointed by the Japanese army,
wearing uniform, with tents and private prop-
erty, after having orders from their own re-
spective commanding officers. The details will
be directed by the special committee who will
be appointed by the Japanese army.

Article 9.—The members of the medical
staff and paymaster's staff of the Russian army
and navy in Port Arthur shall serve in their
duties looking after the sick and wounded
for such time as is considered necessary by the
Japanese army and under the orders of the
Japanese medical and paymaster's staffs.

Article 10.—The disposal of non-combatants
will be as stipulated in the annex to this agree-
ment together with the stipulations regarding
the transfer of civil administration, financial
administration and books and papers thereto
and also the stipulations, in detail, regarding
the execution of these arrangements and such
annex shall have the same effect as these
arrangements.

Article 11.—One copy of the text of this
arrangement shall be made by the Japanese
and Russian army respectively and the stipu-
lations shall be enforced immediately from the
time of signature of this arrangement.

AN EVENING STROLL THROUGH
A CANTON STREET.

Of visitors who see the sights of Canton,
some are enraptured with the parade of sign-
boards, and others are disgusted with the
unpleasant sights and smells they meet; but
few or none know anything of the real life of
the city. John Richard Green knew that the
real history of a country was the history of the
people, high and low alike, and so wrought
out his popular work. Lamartine observes that
the "people are the heart of the country." To
those who know the language and can stand
a little playful banter and are not
irritated at a following of excited children, a
stroll such as I took a few evenings ago is full
of interest. It reveals the people at their work,
their recreations, their vices, and their worship.
I wonder if a brief sketch will interest your
readers.

Strolling along I happened upon the execu-
tion ground, which needs no description here.
But therein I found many at work making
their pink-lit fungus, or clay fireplaces. I
discovered that a peculiar kind of yellow clay
is used, which is brought from Polo, about a
day's journey by boat from Canton, and near
by the temple said to be dedicated to Marco
Polo, about which, nevertheless, there seems
to be some dispute. It is brought in blocks,
gin, by gin, and on the spot, is sliced up in
water, and then kneaded into the proper con-
sistency. A remark elicited the statement that
in the Fukien province iron is used. A peculiar
kind of large vessel is used for the boiling of
opium.

I strolled into two opium dens. A leader in
a representative paper, a few weeks since,

indicated that there is a great divergence of
opinion on what is called the "opium question."
It seems to me, however, that the revelations
of these low, damp, dirty, dark dens would
convince most people that only evil can come
to those who frequent them. Some smokers
are yellow and emaciated. Many appear to be
in good health. One old fellow, nearly seventy
years of age, confessed that he had smoked for
forty years, and admitted that he spent \$3 per
month. Yet he looked hale and vigorous.
At the beginning of the conversation, many
contended that the pipe stimulates the energies.
A little quiet talk, however, will elicit the con-
fession that the whole thing is bad, and that, in
the end, physical deterioration generally follows
addiction thereto.

Rope in large quantities is made in the street.
Of course, the Chinese have none like that
made of Manila hemp. Their strongest is
made of the coir palm, the fibres of which are
strong and long. A dried leaf, if closely
examined, will reveal a network of fibres as
beautifully woven as the web of a spider, and
the fibres are separated only with considerable
difficulty. A great deal of heavy bamboo rope
is also made, which is used as cables for the
junks, and the finer kinds of the same material
remind me of the trackers on the mountain's
side as they tow the heavily-laden boat up the
stream. Business, they told me, was good.

In the street through which I strolled I found
four Fantan saloons. These buildings were
most elaborately decorated with costly carv-
ings. It may seem suggestive that there
should be found four in one street. The fact
is that lately the Canton officials, being in
want of funds for themselves, and for their
country, have allowed large numbers to be
opened. At the door of one were posted two
soldiers and on either side of the door hung
the official signboards. Many of the more
recent ones are two storeys high, like those in
Macao, and well-to-do gamblers sit in the
upper room and look down on the proceedings.
In one den there was but one man, an
emaciated opium fellow, whose rage indicated
extreme poverty. I said nothing, but stood
awhile gazing, till he covered at the gaze, and
the usually stolid faces of those in charge were
moved with a touch of shame. In another, I
found some score of people, who gambled and
lost and gambled and won, but no word was
spoken. It must be evident that such places
tend to excite the passion for gambling which
is ingrained in this people, and so deteriorate
the moral life.

I discovered a large temple dedicated to
Shing Nam, a new one to me. It means the
"South of the City." It was once imposing.
Supporting the central idol, on each side, were
six huge booted and helmeted warriors, repre-
senting the ancient heroes of China. Hung
around the walls were many tablets, most of
which appeared to be old, which expressed
gratitude for benefits believed to have been re-
ceived by supplicants. The central idol was
hidden in what was once gorgeous drapery,
but is now tattered tinsel. There he sits
in semi-darkness, in the inner recesses
of the temple, and he cannot but be
imposing to the uninitiated and supersti-
tious women and children who live
around. If the temples were kept clean, and
the accessories in a state of repair, they would
even now be to the foreigner an interesting
study and furnish food for much meditation.
There was a time when a sustained enthusiasm
bore the people to deeds of great self-
sacrifice on behalf of the Buddhist religion.
That time is past, and many think it will
never return. Children play in the temple
courts, and idlers and beggars through the
old men sit in the doorway and converse of
olden days and ways.

I passed two stalls on the street where
foreign intoxicants and beer, ale, wine, and
even spirits, were on sale to all who cared to
buy. I affirm that all who care for the welfare
of the Chinese, must regret that these drinks
are being introduced and sold to any one who
will buy, without let or hindrance. The Chi-
nese nation is a very temperate one, though
many poems have been composed to the god
of wine, and many of the poets in olden days
at least, were addicted to the cup. Perhaps,
in earlier days drunkenness was more prevalent
than it is today. This, however, is no reason
why this people should be taught to drink
strong alcoholic drinks, that in the West do so
much harm among the people. We would fain
see some method introduced by which these
sales could be stopped.

One meets with a fair number of men who
assume that they know English, and then
proceed to convince others of the same fact by
attempting to use it. A judicious remark,
however, in Chinese, when a few broken words
in pidgin-English are, by the speaker, sup-
posed to exhaust the whole English vocabulary,
will turn the laugh against him, and lead to
the collapse of an inflated pride. The Chinese
are quick to distinguish between brag and
reality. They have to spend their lives in de-
tecting this distinction.

An occasional horse is met with tethered in
the doorway of a respectable house, and an oc-
casional pig may be seen resting in the living
room of the poor, with the children playing
round him. But to see these things to per-
fection one must visit the country towns and
hamlets.

A good-tempered friendliness is met with
everywhere, and comparative indifference is
felt by the people as to what is transpiring
outside their own street. In a large shop,
where the newspaper was not read, I found an
entire ignorance of the tragedy of the Shan-
ghai, which was causing so much excitement
at the other end of Canton.—*M. C. D. News.*

COMMERCIAL.

TODAY'S EXCHANGE.

Selling.	
London—Bank T.T.	111 7/16
Do. demand	111 1/16
Do. 4 months' sight	111 1/16
France—Bank T.T.	245 1/2
Do. demand	245 1/2
Germany—Bank T.T.	109 1/2
Do. demand	109 1/2
India T.T.	145 1/2
Do. demand	145 1/2
Shanghai—Bank T.T.	Nominal
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	Nominal

Buying.	
4 months' sight L/C	111 13/16
5 months' sight L/C	111 15/16
30 days' sight San Francisco & New York	48 1/2
30 days' sight do.	49
30 days' sight Sydney and Melbourne	2/0 1/16
3 months' sight France	249 1/2
3 months' sight do.	249 1/2
3 months' sight Germany	249 1/2
Bar Silver	27 13/16
100 lb of England rate	3 1/2

OPIMUM QUOTATIONS.	
Today's quotations are as follows:—	
Malacca New	@ 1,070/1,100
Old	@ 1,150/1,200
Older	@ 1,230/1,260
Patna New	@ 1,120
Beasari New	@ 1,080
Persian Paper	@ 750/900

Intimations.

CHINA PROVIDENT LOAN AND
MORTGAGE CO., LIMITED.

THE EIGHTH ORDINARY ANNUAL
MEETING OF SHAREHOLDERS in
the Company will be held at the Offices of the
Company, 4, George's Building, No. 6, Con-
naught Road, on WEDNESDAY, the 18th
January, 1905, at 11 A.M. for the purpose of
receiving a Statement of Accounts and the Re-
port of the General Managers for the year end-
ing 31st December, 1904, declaring a Dividend
and electing a Consulting Committee and
Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from SATURDAY, the
14th January, until WEDNESDAY, the 18th
January, 1905, both days inclusive.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th January, 1905. [118]

THE WEST POINT BUILDING COM-
PANY, LIMITED.

NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING OF
SHAREHOLDERS in this Company will be
held at the Company's Office, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 11.45 o'clock A.M., for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1904.

The REGISTER OF SHARES of the
Company will be CLOSED from SATURDAY,
the 21st January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Court of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment and Agency Co., Ltd.,
General Agents for the West Point Build-
ing Co., Ltd.
Hongkong, 10th January, 1905. [120]

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the SEVEN-
TEENTH ORDINARY MEETING OF
SHAREHOLDERS in this Company will be
held at the Company's Office, Victoria
Buildings, on MONDAY, the 30th January,
1905, at 12 o'clock Noon, for the purpose of
receiving the Report of the Directors together
with Statement of Accounts for the year ending
31st December, 1904.

The REGISTER OF SHARES of the
Company will be CLOSED from SATURDAY,
the 21st January, to MONDAY, the 30th
January, (both days inclusive), during which
period no Transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.
Hongkong, 10th January, 1905. [121]

A. S. WATSON & CO., LIMITED.

Established 1841.
AERATED WATER MANUFACTURERS.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.
An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to
A. S. WATSON & CO., LIMITED,
Aerated Water Manufactory,
Des Voeux Road Central.

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

Per Doz.	
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [139]

THE VICTORIA DISPENSARY.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.
An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to
THE VICTORIA DISPENSARY.

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

Per Doz.	
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1392]

WATKINS, LIMITED.

NOTICE.

WE beg to notify Customers that from
1st January, 1905, Separate Accounts
will be rendered for Aerated Waters.
An inclusive charge will be made for Waters
and Bottles, and full credit will be allowed for
empties when returned.

Orders for Aerated Waters should be
addressed to
WATKINS, LIMITED.

PRICE LIST:
\$1.20 per dozen will be allowed for Aerated
Water Bottles when returned in good condition.

Per Doz.	
Soda Water	\$1.70
Soda Water in Bombay Bottles	1.80
Potash Seltzer and B.P. Soda	1.80
Lemonade	1.80
Tonic Water	1.80
Lithia Water	1.95
Ginger Ale	1.95
Lemon Squash	1.95
Raspberryade	1.95
Stone Ginger Beer	1.95

Hongkong, 28th December, 1904. [1393]

Intimation.

YOU WANT
PROVISIONS
AND
WINES
IN
1905.

GET YOUR SUPPLIES

FROM

R. Perez &

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

E

BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY.

D

PORT,

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 10th January, 1905.

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL.

FIRST FLOOR,

(Wm. Powell & Co.'s old premises).

AFTER-DINNER LIQUEURS.

per dozen.

Peppermint ... \$29.80

Creme de Menthe glaciale ... 29.80

Curacao, Red, White or Green ... 29.80

Apricot Brandy ... 36.20

Creme Cacao Chouzo ... 29.80

and 20 other varieties of French Liqueurs

from Messrs. Marie Brizard and Roger of

Bordeaux.

N.B.—All our Wines and Spirits are bottled at

home, thereby ensuring to our Customers

all the advantages accruing from bottling

done at home under the direct supervision

of the Growers and Distillers as compared

to bottling done in China by Chinamen

at the service of European Firms.

Hongkong, 9th December, 1904.

NOTICE.
All communications intended for publication in "The Hongkong Telegraph" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
Daily—\$30 per annum.
Weekly—\$12 per annum.
The rates per quarter and per annum, proportional.
The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.
On the 10th instant, at No. 2, East Terrace, Kowloon, the wife of H. D. NORONHA, of twins (girls).

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 11, 1905.

DOUGLAS STEAMSHIP CO., LD.

The recent article which appeared in our columns, embodying an interview with one of the leading shareholders in the Douglas Steamship Company, trenchantly criticising the action of the general managers in building new vessels instead of winding-up the Company, has aroused a great deal of discussion in Hongkong and the Coast Ports. Strong indignation has been expressed against the methods employed to keep the Company going, and it is generally felt that the time has come when some action should be taken to indicate, at all events to the general managers, the feeling of the shareholders. An active opposition is, we understand, being organised, and a formal protest against the action of the management in the matter is being prepared. "The worst of it is," said one shareholder, who was approached on the subject, "that the general body of shareholders fully realise the position of matters; but as in a good many other things in Hongkong they are chary of active opposition. A sort of 'live and let live' policy is their rule, and having lost money, and seeing no prospect of a dividend, they accept the inevitable with the fatalism of an Arab." Another shareholder, who is a well-known protester against the actions of the general managers in continuing the Company, remarked: "I have already lost a great deal of money through holding shares in the Company, and I don't care to waste time over the concern. But this I will say, that so long as the present management remains in power—a management which is not only costly but unsatisfactory to a large body of shareholders—we need never look for dividends. It is to the interest of the general managers to continue the Company. They get five per cent. commission on every boat they sell and five per cent. on every boat they buy. So if they keep on selling boats and buying boats they are making a comfortable thing out of it." We have correct information that a number of shareholders have resolved to organise an opposition and to frame a formal protest. Any opposition should have the hearty support of a good number of shareholders and any protest should secure very many signatures. But would a protest have any effect? To do anything which would affect the present management there must be a clear two-thirds majority of shares. Have the shareholders, outside the firm of Messrs. Douglas, Lapraik and Co. and their supporters, that majority? It may be that the opposition shares are greater in number than it is thought, but there the question lies in a nutshell. Is there a two-thirds majority, not of shareholders but of shares; for it is only then, we believe, that an effective opposition could be arranged.

LOCAL AND GENERAL.

The Portuguese gunboat *Diu* has left for Macao.

The Kowloon Pigeon Club hold their meeting at the Kowloon Hotel at 9 p.m. to-day.

It is stated that there is a good prospect of the Chinese building a railway to connect Chefoo with the German Shantung railway at Weihien, putting Chefoo in railway communication with Chinanfu and Tsingtau.

STARTING from to-day the Hongkong Chess Club has removed its place of meeting from the City Hall Librarian's room to Café Weismann. A "Scotch Game" match which commenced at 5.15 p.m. is now being played.

A CORRESPONDENT writes to us to complain of alleged Postal negligence, regarding the delivery of some parcels from Home. From inquiries of the Postmaster General, we find that no complaint has been made to him. Our correspondent is, therefore, advised to lay his case before, and make his complaint to, that official, when no doubt he will receive every satisfaction that it is in his power to give.

THE following have been chosen to play for the Club in the Rugby match against Battelships at Happy Valley on Thursday, 4.30 p.m. Back: I. A. F. Bourchier; three-quarters: A. S. K. Imphorne, J. Thomson, G. D. Bateman and K. Hunt; Halfbacks: H. Soper and J. P. Jordan; Forwards: P. O. Hutchinson, Lieut. Rankin, Lieut. Macdonald, Lieut. Duncan, J. C. Stoen, H. G. C. Bailey, D. B. Murray, and B. F. Chard.

A SPORTING statistician has worked out as nearly as possible the cost of every fox killed by hounds in England, and, striking an average of the number killed under normal conditions, has found the outlay on each fox is over three hundred pounds.

Two further cases of plague are reported, as having occurred since the beginning of the year. In one instance an infected body was found in a drain near the Chau I garden at Kowloon Road, the other being reported from Station Street, Mongkok.

"TIN GOD" writes with reference to a paragraph in a contemporary touching upon a letter signed "Justicia," in which it was stated that in the Press reports of the recent performance of "Ali Baba" a word of praise ought to have been extended to Mr. F. J. B. da Silva, who played in a most creditable manner the part of Hassarac, the rebellious lieutenant. "Tin God" thinks that, "had the gentleman referred to by 'Justicia,' acted a tragical part, it might be said that some word of praise ought to have been extended to him, but as he was only impersonating a robber's rebellious lieutenant, I am inclined to think that he greatly overdid his part—as lifting of eyebrows and tragical attitude do not sit well with 'Hassarac.' If praise was due to anyone, some share of it should have fallen on the *Donkey* who, certainly, acquitted himself in a most creditable manner."

FOUR coolies, in charge of a truck, were this morning arraigned before Mr. F. A. Hazeland at the Magistracy, on the charges of (1) negligent driving, and (2) not observing the rule of the road. It appears that a Chinaman was riding along Bonham Strand, East, yesterday afternoon, in his private ricksha, when the truck, carelessly handled, slipped down the incline and, dashing into the ricksha, overturned it, throwing the occupant out, and running over and cutting the foot of the coolie. The owner of the ricksha sustained severe injuries to his left arm and shoulder, while the ricksha was badly damaged. Upon conviction Mr. Hazeland remarked that there had been too much of this careless handling of the public trucks on the street, and he would deal severely with the offenders. He sentenced them to fines of \$5 each on the first charge and \$10 each on the second charge, and remarked that it was fortunate for the men that the injured Chinaman sought no compensation. Inspector Gourlay was in charge of the case.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

Following is the report for presentation to the shareholders at the eighth ordinary general meeting to be held at the office of the general managers on Wednesday, 18th inst. at 11 a.m. Annexed we have the pleasure to lay before shareholders a statement of accounts made up to 31st December, 1904.

The gross earnings for the past year amount to \$133,860.00 and after deducting all expenses, remuneration to general managers, consulting committee and auditors' fees, there remains a balance of \$105,581.29 which it is recommended be appropriated as follows, viz.:

To place in reserve fund \$52,000.00
To pay a dividend of 8% 8,000.00
To carry forward to the credit of next year's account 45,581.29

Consulting Committee.—Mr. J. H. Lewis having left the Colony, Mr. H. P. White was invited to take his place on the consulting committee. In accordance with the Articles of Association, Messrs. J. S. Van Buren, Chob Hing Kee, Chau Tung Shang, Dr. J. W. Noble and H. P. White retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. A. O'D. Gourdin and W. H. Potts, who are recommended for re-election.

SHEWAN TOMES & Co., General Managers.

PROFIT AND LOSS.
Charges.....\$ 5,715.35
Consulting committee fees 4,000.00
Auditors' Fees 300.00
Balance of office furniture account written off..... 500.00
Balance..... 105,581.29
\$ 116,996.64

Balance.....\$ 1,171.98

Interest received on mortgages, loans, &c.....\$131,860.00

Less interest paid, commission, &c., &c. 17,255.34

Unclaimed dividends written off..... 115,604.60
220.00

\$ 116,996.64

BALANCE SHEET.

Liabilities.
Capital 20,000 shares @ \$10.....\$200,000.00
Less 100,000 shares unissued..... 1,000,000.00

\$1,000,000.00

Reserve Fund..... 55,000.00

Sundry creditors..... 19,912.67

Due to general managers..... 1,643.00

Hongkong & Shanghai Banking Corporation..... 81,254.05

Balance of profit and loss..... 105,581.29

\$1,264,401.01

Assets.

Loans on provident system.....\$719,568.77

Loans on mortgage shares, &c..... 317,226.11

\$1,036,794.88

150 China Light & Power Co., Ltd. 8% debentures..... 150,000.00

Investment of reserve fund—1,350 shares Green Island Cement Co., Ltd. at \$30..... 40,500.00

2,500 shares China Light Power Co., Ltd. at \$9 (New Issue)..... 22,500.00

Sundry debtors..... 63,000.00

Cash..... 13,043.09

\$1,264,401.01

We have compared the above statements with the books, securities and vouchers of the Company, and have found the same in accordance therewith.

A. O'D. GOURDIN, Auditors.

W. HUTTON POTTS, Auditors.

THE MALIGNED LAUNDRYMAN.

THE WORK OF THE HONGKONG LAUNDRY.

Probably the two most maligned men in the world are the railway porter and the laundryman. The one is accused of wrecking the happy home by a career of trunk-smashing, the other is charged with the crime of converting all articles entrusted to his care into rags and tatters. Yet the curious fact remains that while the porter gets more kicks than hapence, the laundryman gets fewer cuffs than collars. The mildest and best tempered of women, however, have been known to break into vituperative epithets when the weekly wash comes home. Yet, with it all, the laundryman has his excellences, and he means well; he believes in the "seventy times seven" principle and goes on his way serenely, as any one can visit the Steam Laundry Co's premises at Causeway Bay, Hongkong.

Whatever may be the faults of the laundry employer it is not want of system or care in dealing with the apparel entrusted to them. And if an article here and there gets cut up occasionally why then the principle that accidents will happen in the best regulated families comes into force. But this is anticipating. A *Hongkong Telegraph* representative who visited the Laundry the other day had a personally conducted tour round the building and was initiated into the mysteries of washing—that is to say, clothes-washing.

THE FIRST STAGE.

It seems that collectors are sent every week to those people who are customers of the Laundry, gather up the dirty clothes and bring them to the Laundry. No sooner do the bundles come in than they are seized by Chinese women, and marked with a number in red thread. Each customer gets a number and a letter—"T 100" for example would mean that somebody in the town had sent in their weekly wash. It does not signify that the young bachelor who has sent along his white shirts may have spent sundry leisure hours in inscribing his full name and address on the most prominent part of those garments; he is ticked off as a number all the same, and may think himself lucky if he does not get a letter. Then the bundles are all made up again and thrown to another band of Chinese women who are the checkers. Granted that no fault is found with the numbering, the garments, etc., the bundle shoots down a slide and lands in a monster basket in the courtyard, and the first stages of the operations are completed.

EARLY RINSINGS.

That night the bundle of clothes, spread out flat, is placed in ordinary fresh water and soaks there till next morning when the serious business of the laundry man, or rather maid, begins to earnest. The garments—shirts, collars, blouses and so forth—are brought into the main building and washed. They are rinsed in fresh water, left to boil in soapy water and again boiled. It is difficult to say exactly how many times they are washed and soaped and washed again, but it is certainly something approaching the half-dozen. One machine that does the washing is like a big cylinder which revolves first one way and then the other. The soaping process takes place in a big tank through which the steam passes. Now the water has to be expelled, but the old-fashioned method of wringing the clothes with two hands is out of date. All you have to do is to put the clothes into a sort of bin, whirl it as fast as possible—by steam—and the water rushes out. It was coming out at the rate of a gallon a minute—perhaps more—when the newspaper man saw it.

STARCHED GOODS.

The articles are very nearly dried by this time, but those which have to be starched are only at the beginning of things. At present boiled starch is used for the collars and cuffs, linen, etc., but a new machine will soon come into operation which will do away with that. With this latest patent all one has to do is to put in the starch, as it comes from the box, along with the washing, and set the machine revolving by steam. By the time they are ready, the articles will be ready for ironing. However, under the present process of boiling starch, the articles have to be dried and that takes some time, so a night is allowed for that to take place. This is the end of the second day.

"THAT BEAUTIFUL GLOSS."

On the third morning, the starched ones are as stiff as poker, so they are damped in order that they may take on that beautiful gloss which captivates the eye of young and old alike. Another machine, something like a mangle, is brought into use—it should be observed that practically all the operations are done by patent machines—and the irons are set at work. But although these machines are all very good at cuffs and fronts, they are not able to stroke out the wrinkles of the sleeves or what may be termed the body of the shirt. Neither can they put on frills or flounces or other "embroidery" work. That belongs to another department and is done by hand. Of late years, the double collar has come into vogue. Straightway a new patent machine appears on the scene. The collars are ironed, curled and turned out as fresh as ever in a couple of seconds.

READY IN FIVE DAYS.

Coarser articles are placed in great mangles, and go through nearly the same process as the purple and fine linen. Blankets are boiled in a machine whose temperature is shown by a thermometer, the idea being that a uniform degree of heat may be maintained and shrinkage prevented. The articles have been cleaned, mangled, ironed and generally toned up. There is little more to do. Those nasty numbers have to be taken out, the articles put in pigeon holes so that none may go astray, and it may be said that in four days from the day of collection, or five at the most, the clothes are ready for delivery.

THE MAN IN A HURRY.

Occasionally, however, a traveller arrives in Hongkong, who wants his clothes washed and ironed immediately. "I haven't time to monkey

around here. When will you let me have those clothes?" he shouts. The manager plied replies—"You can have them in two hours at the outside." So the traveller takes a trip to the nearest hotel—it isn't far away—glances at the horizon, declares he has seen all Hongkong in the time a man makes up his mind to rise on a wintry morning, and returns to the Laundry to find a bundle of clean clothes waiting him. Put, of course, extra rapidity means extra expense, and the man-in-a-hurry has to pay 25 per cent. additional on each article.

OFF TO KOWLOON.

Mr. R. B. Wood, in answer to some questions, stated that nearly all the employees are girls, who are preferred on account of their carefulness, readiness to obey orders, and exactitude. "They take more pains than the men would, and they show more interest in their work." During the year several new machines have been imported, and when the Laundry flits to Kowloon, as it will do in four months, additional plant will be installed. It seems that since the Laundry Company started business some five years ago, their operations have extended in a considerable degree, with the result that more accommodation is necessary to deal with the stock. Premises are being got ready at Yau-mat for the Company, and then they will be in a position to deal more satisfactorily with the laundry work. At present about 250 persons are employed at Causeway Bay, their hours being from 7 a.m. to 6 p.m. with the usual breaks for meals; but the probability is that the Kowloon staff will greatly exceed that number.

THE CUSTOMERS.

"What class of people patronise you?" the manager was asked. "Chinese; to any extent?" "Not Chinese; we rely on the European populations." Although the laundry charges three times the price of Chinese washermen there is a growing influx of customers.

HINTS TO BACHELORS.

"How much would you charge a bachelor, say, for a month's washing?"

"Single man \$9; and for a small family \$15."

"But what do you call a small family?"

"Some people think that six of a family is a 'small family.'"

"Four persons in a family would be a 'small family' in our opinion. We could tell in a fortnight whether a man's estimate of a 'small family' was right or wrong."

A GENTLE QUESTION.

In the gentlest manner possible, Mr. Wood was invited to say whether it was true that the laundry ever tore a shirt to ribbons, for example; or would he believe that people found holes in garments where, as they alleged, holes had not previously existed?

"We have 13,000 to 15,000 articles passing through our hands every day," he answered in a resigned tone. "If there is a mistake sometimes, well, can you wonder at it?"

"What happens then?"

"Well, if people complain we have to pay up—you don't think we pay up without being asked, do you?"

The problem was submitted—"Supposing a dozen collars were sent to the Laundry for a certain number of weeks, and a dozen sent to a Chinese washerman for the same period which would show the greater signs of wear and tear?" But the manager was not to be drawn on that point, and so the questions ended.

SHIPPING JETSAM.

We are informed by Messrs. Gibb, Livingston and Co., agents of the s.s. *Crawley*, that the report of the outbreak of small pox on that vessel is highly coloured. While there have been a few cases, they were immediately discovered and the patients isolated. As regards the supply of vaccine there was plenty on board on the steamer's arrival to vaccinate the whole band of coolies, and a fresh supply was shipped merely to supplement the stock already in hand. This was done as precaution in case the first lot should not take effect in all cases.

The Dutch steamer *Wilhelmina* which arrived at Shanghai a few days ago after a successful run through the Vladivostok blockade has received a charter to run on the Coast. Her crew are at present staying at the Shanghai Sailors' Home awaiting to be shipped back to Holland, in consequence of their being superseded by a native crew.

The German steamer *Canton* arrived at Chefoo on the 30th ult. from Vladivostok, with 646 Chinese passengers. The *Canton* had rather a rough trip, running into a gale and heavy seas which at times swept the deck. The temperature was low and the water froze on all parts of the vessel. The steamer left Vladivostok on December 24th. Her engines are slightly damaged, and she will probably remain at Chefoo until they have undergone repairs.

Writing to the *N. C. D. News*, a Newchwang correspondent says it was hoped that both "B. & S." and Jardines would run regular steamers with cargo on through bills of lading for that port via Chinwantao during the winter months, but it seems we are doomed to be disappointed; it being rumoured that neither Company intends running any boats at all to that port. The merchants must again be content with shippers per *Ping* boats to Chinwantao only, making their own arrangements to get the cargo delivered here. Why they, or any other, steamship company does not come to terms with the Railway Company and issue through bills of lading to this port is a mystery. The "Waverley Pen" would not be in it as regards a "boon and blessing."

CHINA MERCHANTS' STEAMER ASHORE.

Information was received yesterday morning, says the *Shanghai Daily Press* of 5th inst., by the China Merchants' Steam Navigation Co. stating that their steamer *King Ling* had run ashore near Ruen Forts. Up till late last night efforts to float her had proved unsuccessful. Captain Murray, Marine Superintendent of the Company, is, we believe, leaving this morning by the *Ta Tung*, for the scene of the accident to superintend the operations of getting her afloat. The *C. M. Coy.* have been very unfortunate of late, this being their second steamer to run ashore within a few weeks. The other one it will be remembered was the *Irene*, which met with disaster at Bat's Point, and she has not been refloated yet.

TURF TOPICS.

Although the meeting is rapidly approaching it is yet too distant to warrant any lengthy comment upon the forms of the respective animals being trained at Happy Valley. Some of them are showing up well, and should be prominent among the successful mounts next month. This morning opened beautifully clear, and despite a strong, gusty wind blowing from the east, which handicapped the ponies when going up the Black Rock to the extent of between three or four seconds, the times recorded were mostly satisfactory. Mr. Houston's skewbald subscription griffin went for a quarter-mile spin in rattling style and finished very strong. His flying time was missed, but it is guessed that he covered the distance within thirty seconds. A rather better performance was exhibited by Mr. Mody's Derby white pony. He raced the same distance as Mr. Houston's skewbald and covered it in not quite 29 seconds, but as the horse neared the gate he was seen to swerve round to it. We were pleased to welcome the Shanghai "Jocks," Messrs. Creighton and Edmondson who have recently arrived in the Colony and no doubt will be heard much of during the next few weeks. There were also present at the rails this morning in addition to the usual circle of general sports, Mr. and Mrs. Cruickshank, Mr. and Mrs. Goetz, Mrs. Jupp and others.

The times were as under:—

Cacanny, 1 mile, 32.

Mr. Johnstone's sub., 1 mile, 38 1/2, 1.74, 1.48.

Mr. Macdonald's sub., a grey and a dun, 1 mile, 36 1/2, 1.13.

Mr. Mody's derby grey, 1 mile, 32.

Mr. Mody's sub., 1 mile, 39, 1.16 1/2, 1.49 1/2, 2.22.

Mr. Mackie's sub. and Mr. Robertson's sub., 1 mile, (7), 38, 1.15, 1.52.

Mr. Jupp's sub., 1 mile, 38, 1.14 1/2, 1.46 1/2.

Mr. Cruickshank's sub., 1 mile, 39, 1.20, 1.54.

Mr. Macdonald's three subs., 1 mile, 41 1/2, 1.20 1/2, 1.54.

Mr. Potts's chestnut sub. and Mr. Ede's sub. in company, 1 mile, 34 1/2, 1.10, 1.44 1/2.

Mr. Kadoorie's sub., 1 mile, (7), 36, 1.14 1/2, 1.50.

Mr. Johnston's Lyra, 1 mile, (7), 42, 1.21, 1.56.

Mr. Kadoorie's derby, 1 mile, 35 1/2, 1.15, 1.52 1/2.

Mr. Mumford's sub. and H.E. the Governor's sub. in company, 1 mile, 41, 1.21 1/2, 1.58, 2.30.

A grey pony, Mr. Edmondson's up, 1 mile, 38, 1.16.

Mr. Moxon's derby griffin, 1 mile, 31 1/2.

Cake Walk, 1 mile, 35 1/2.

Messrs. Sutherland & Co.'s chestnut, 1 mile, 33.

Wichel, 1 mile, first quarter missed, 41, 1.14.

Beancake, 1 mile, 34.

Mr. Potts's cr. sub., 1 mile, 38, 1.09 1/2.

Mr. Goetz's sub., 1 mile, 38, 1.11.

Mr. Houston's skew. sub. did a flying quarter mile and went very strong. Time could not be taken,

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